

FIG. 1

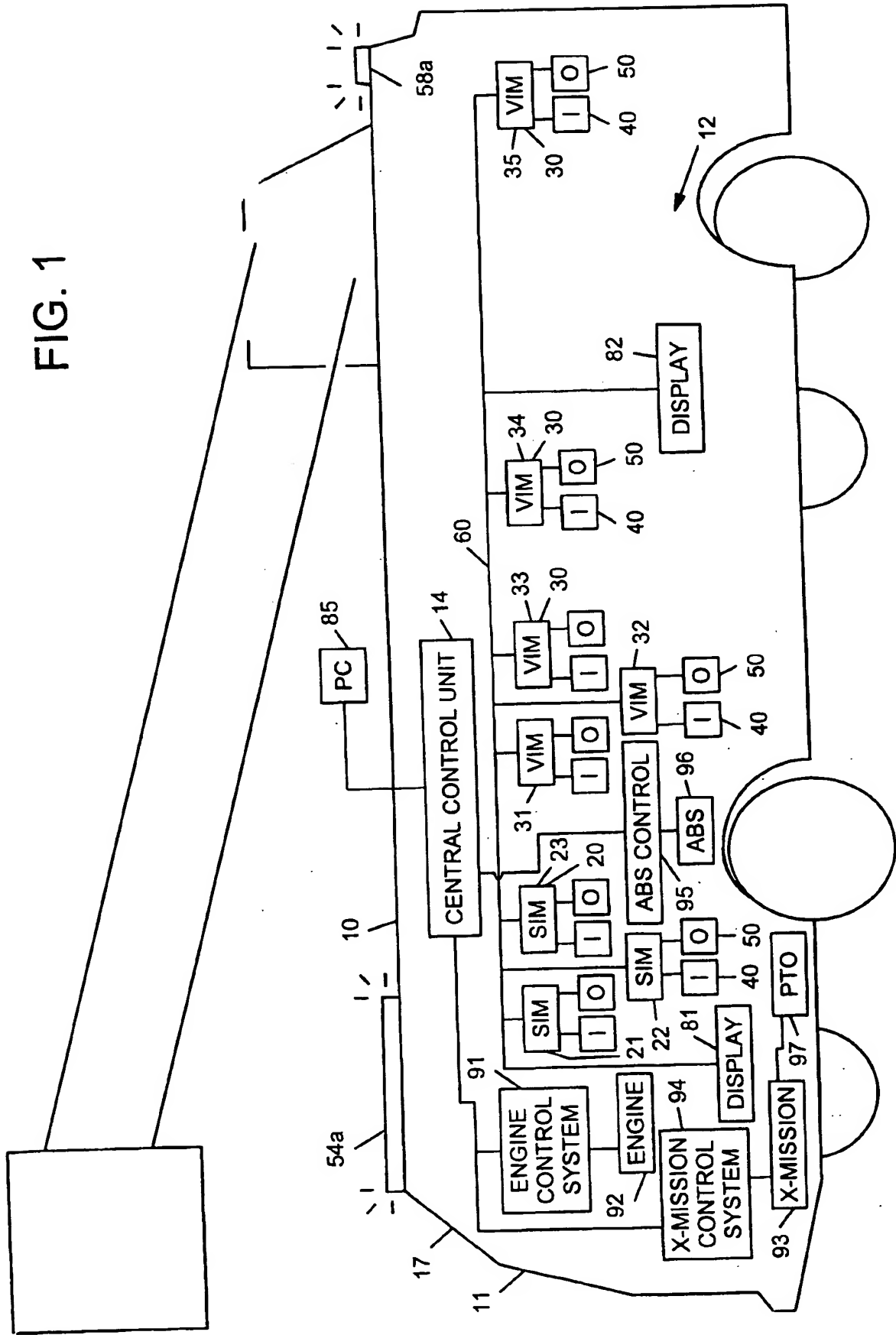


FIG. 2

The diagram illustrates a vehicle control system architecture. At the top, a **CENTRAL CONTROL UNIT** (14) contains a **μP** (15) and a **CONTROL PROGRAM** (16). It is connected to a **POWER SOURCE** (100) and a **DISPLAY** (81). The central unit is connected via a bus (103) to a series of vehicle modules: **SIM (CAB)** (21, 22, 23), **SIM (CAB)** (31), **VIM (CAB)** (32), **VIM (CAB)** (33), **VIM (CAB)** (34), **VIM (PUMP PANEL)** (35), and **VIM (REAR)** (36). Each module is connected to specific sensors and actuators:

- SIM (CAB) 21**: EMERG. LIGHTING SWITCHES (41a), SIREN, HORN SWITCHES (41b), SWITCH LED FEEDBACK (51a).
- SIM (CAB) 22**: PERIMETER LIGHTING SWITCHES (42a), SCENE LIGHTING SWITCHES (42b), PUMP PANEL LIGHTING SWITCHES (42c), SWITCH LED FEEDBACK (51a).
- SIM (CAB) 23**: HEATING AND AC CONTROL (43a), MISC CONTROL (43b), INDICATOR FEEDBACK (53a).
- SIM (CAB) 31**: HEATING AND AC CONTROL (43a), MISC CONTROL (43b), INDICATOR FEEDBACK (53a).
- VIM (CAB) 32**: SWITCHES, SENSORS (44a), EMERG. LIGHTING (54a), GAUGES AND INDICATORS (54b), SIREN, HORN (54c).
- VIM (CAB) 33**: SWITCHES, SENSORS (45a), PERIMETER LIGHTING (55a), SCENE LIGHTING (55b), UTILITY LIGHTING (55c).
- VIM (CAB) 34**: PTO SENSORS (46b), SWITCHES, SENSORS (46a), FMVSS LIGHTING (56a), HEATING AND AC (56b).
- VIM (PUMP PANEL) 35**: PUMP PANEL SWITCHES AND SENSORS (47a), GAUGES AND INDICATORS (57a), PUMP PANEL LIGHTING (57b), PERIMETER LIGHTING (57c).
- VIM (REAR) 36**: SWITCHES SENSORS (48a), EMERG. LIGHTING (58a), SCENE LIGHTING (58b), FMVSS LIGHTING (58c), UTILITY LIGHTING (58d).

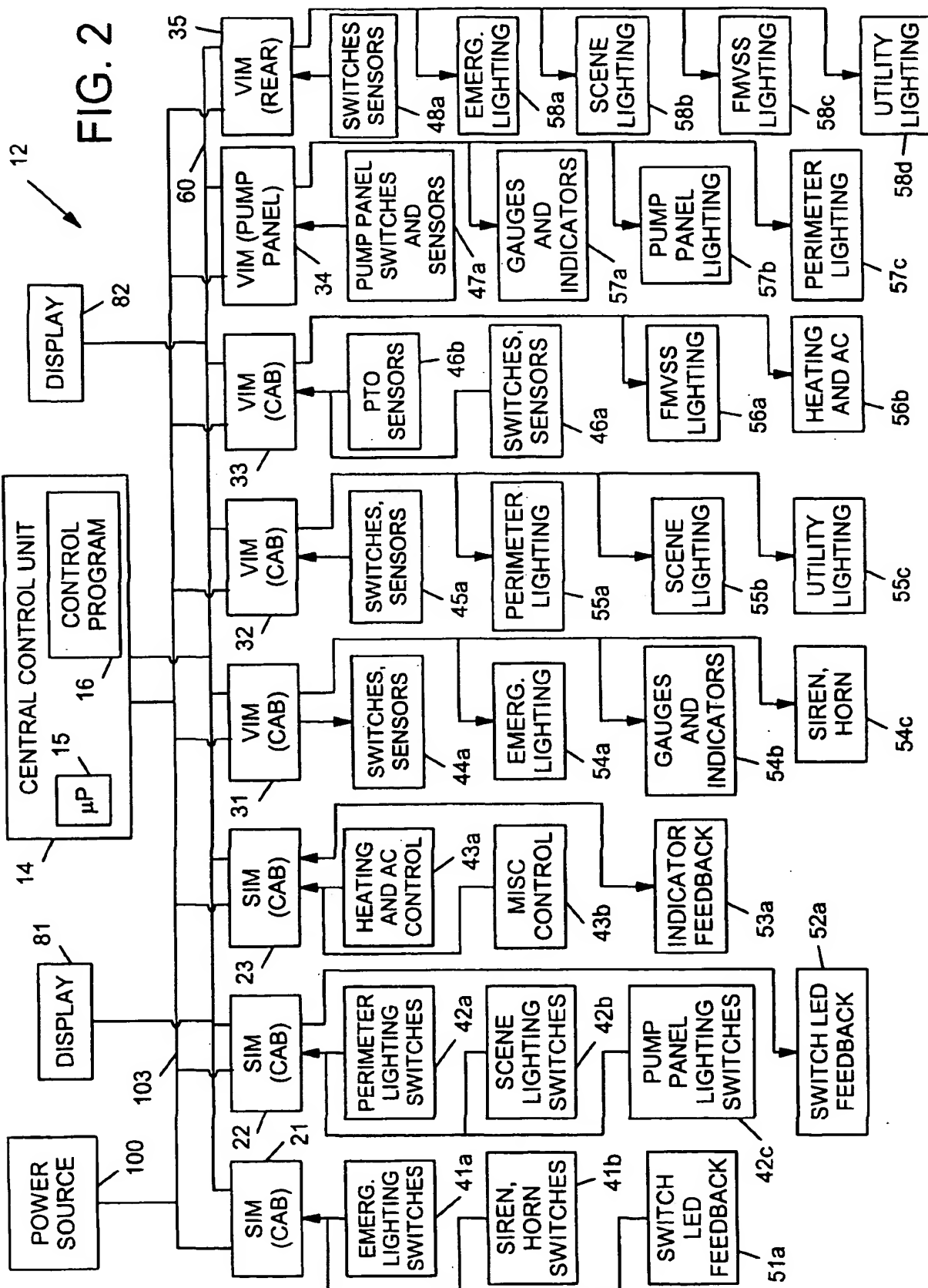
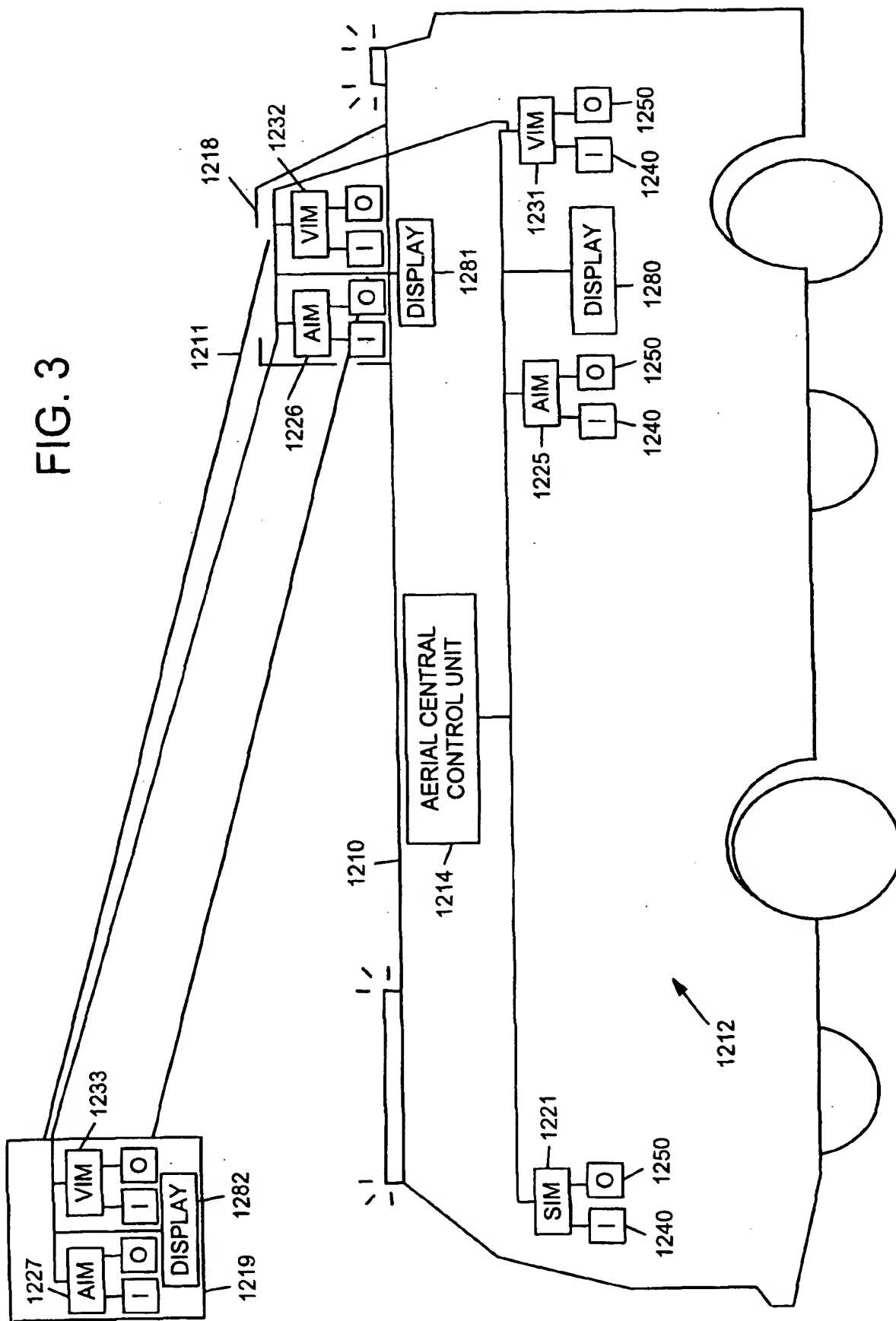


FIG. 3



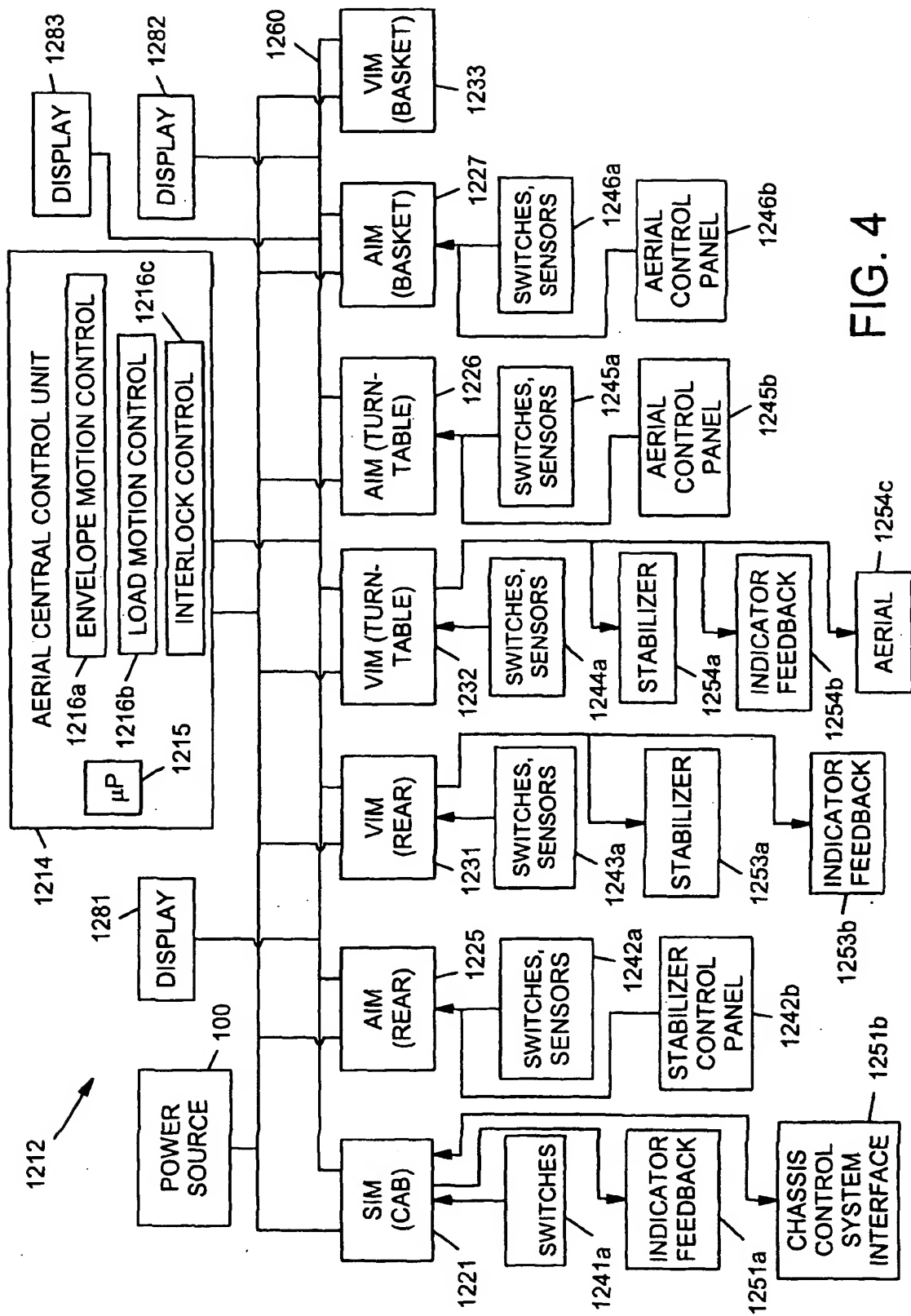


FIG. 4

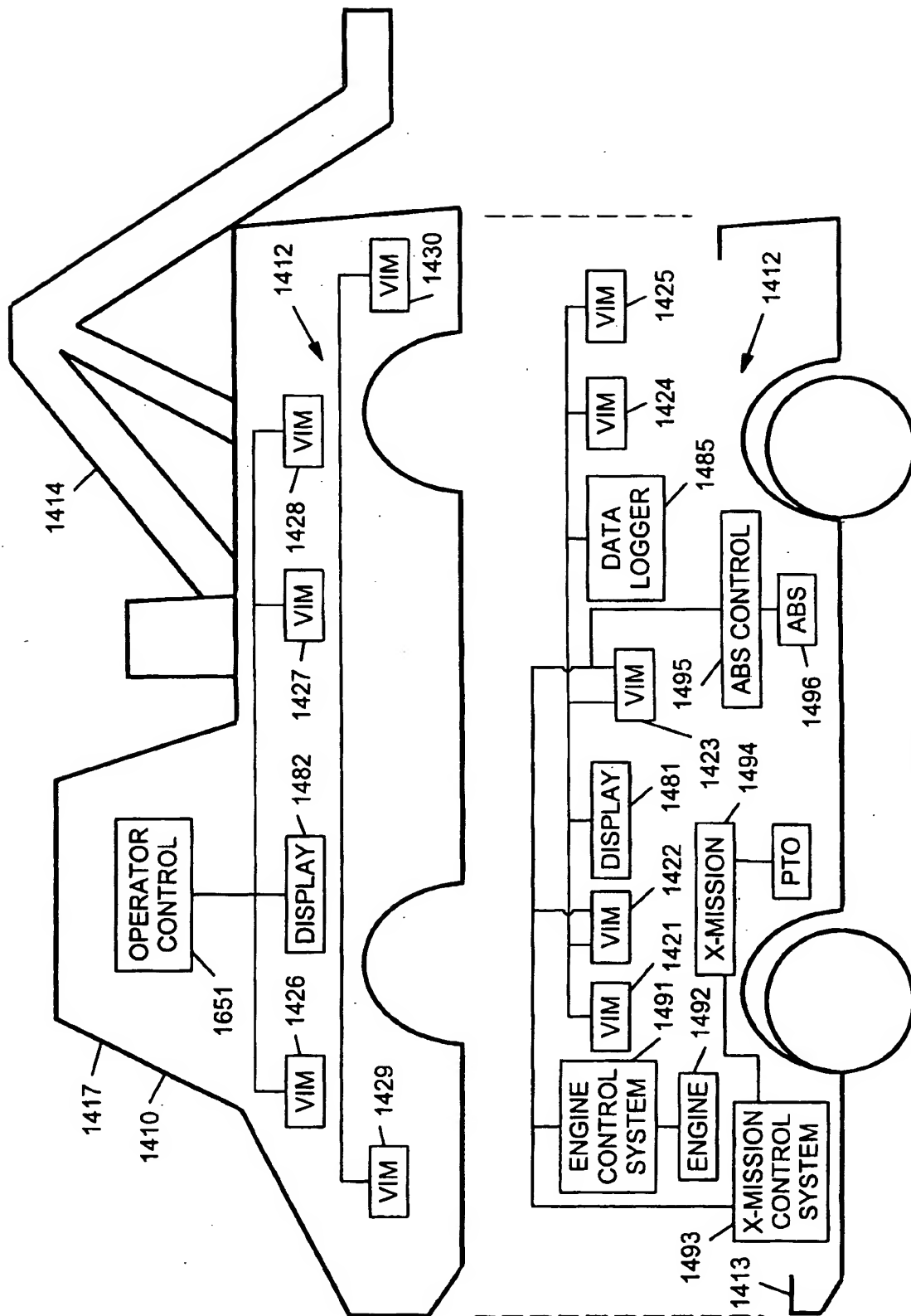
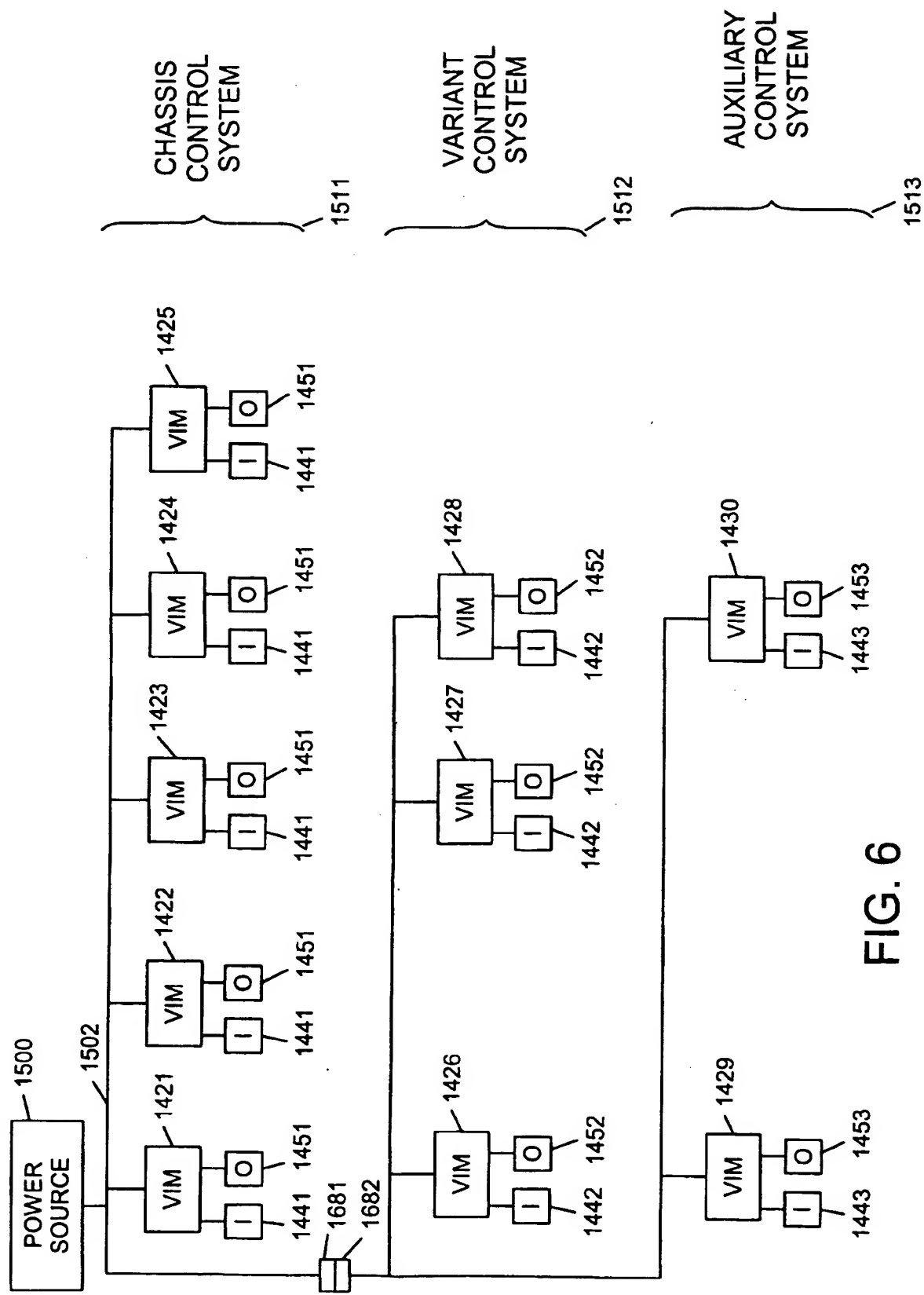


FIG. 5



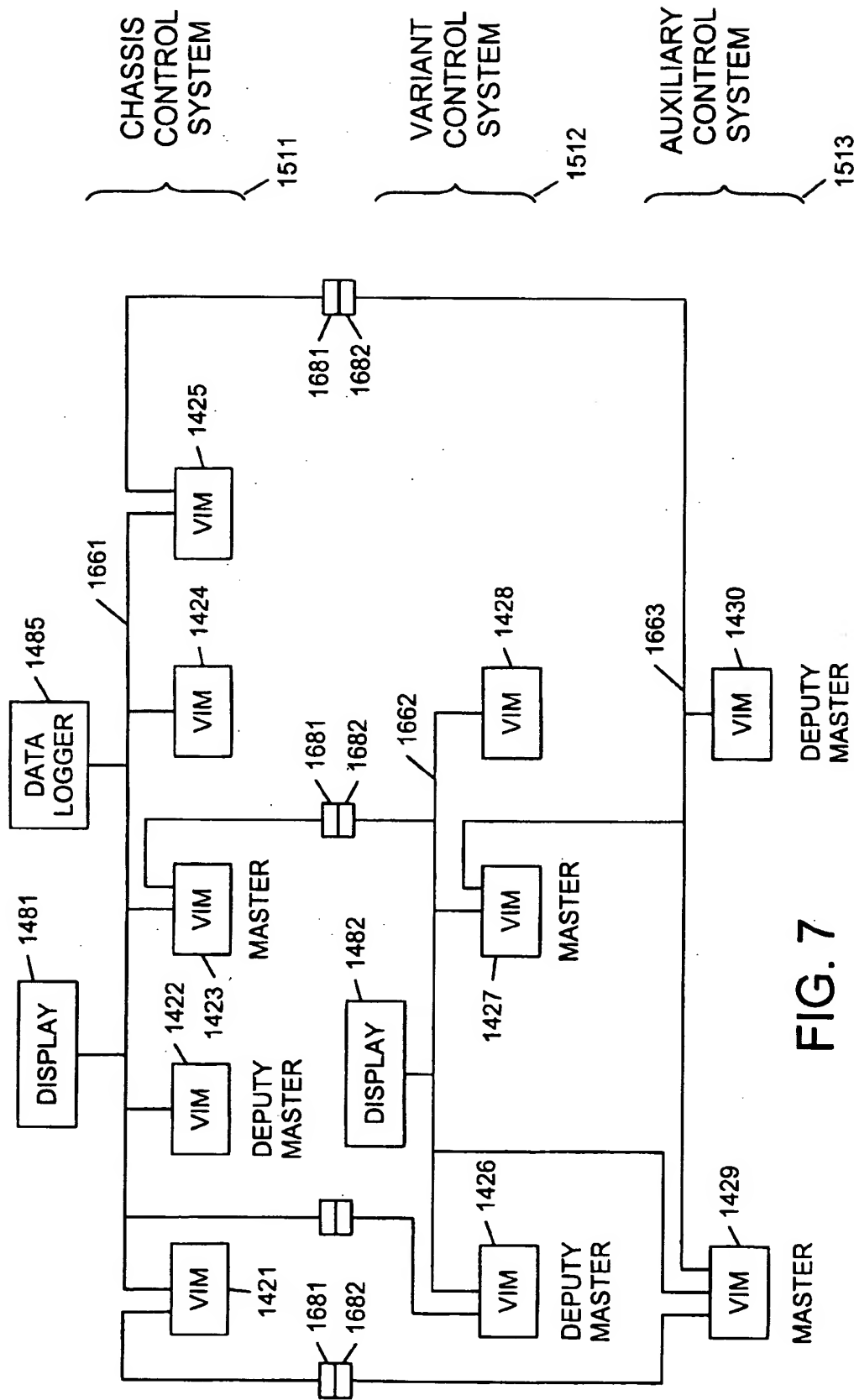


FIG. 7

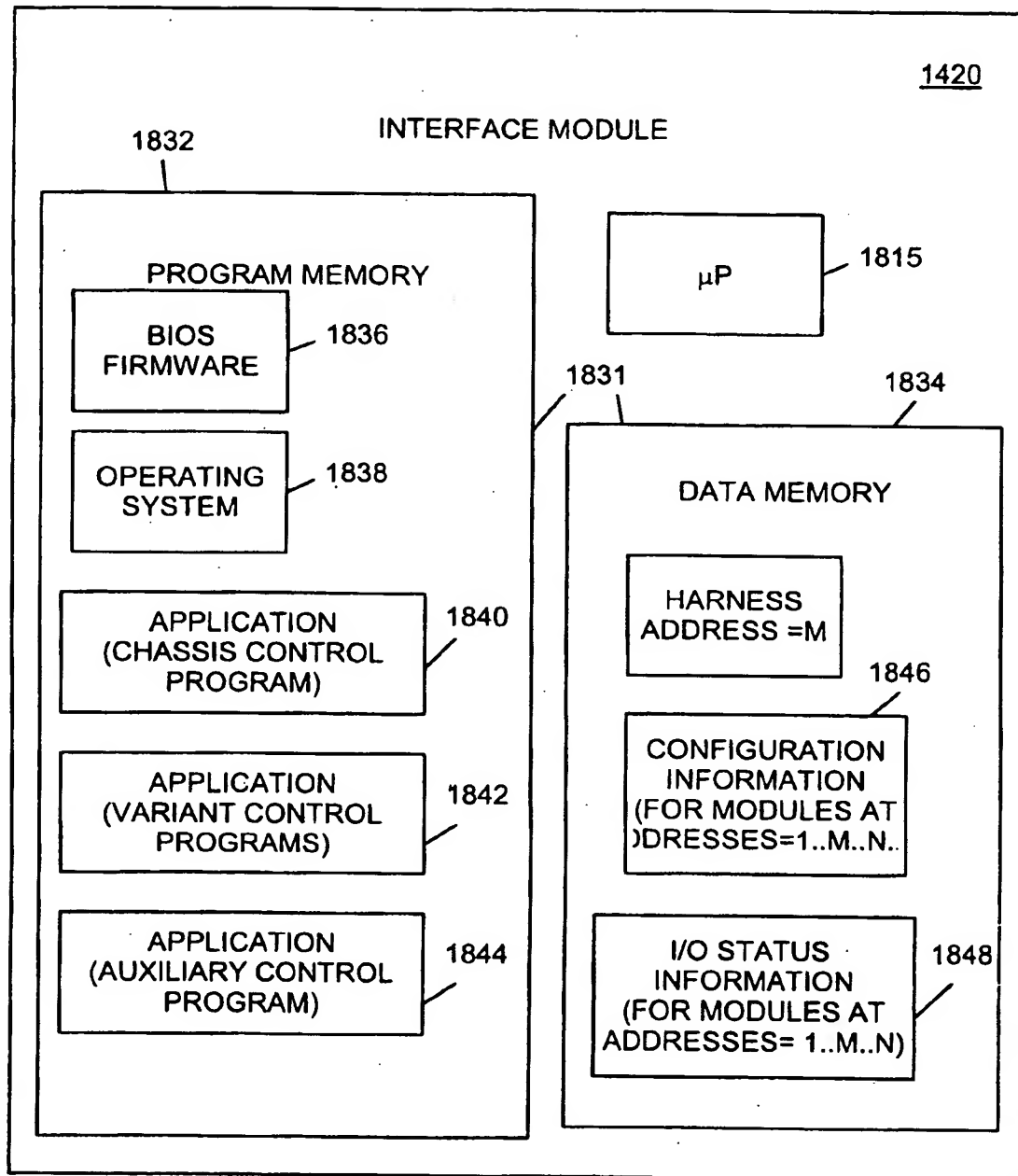
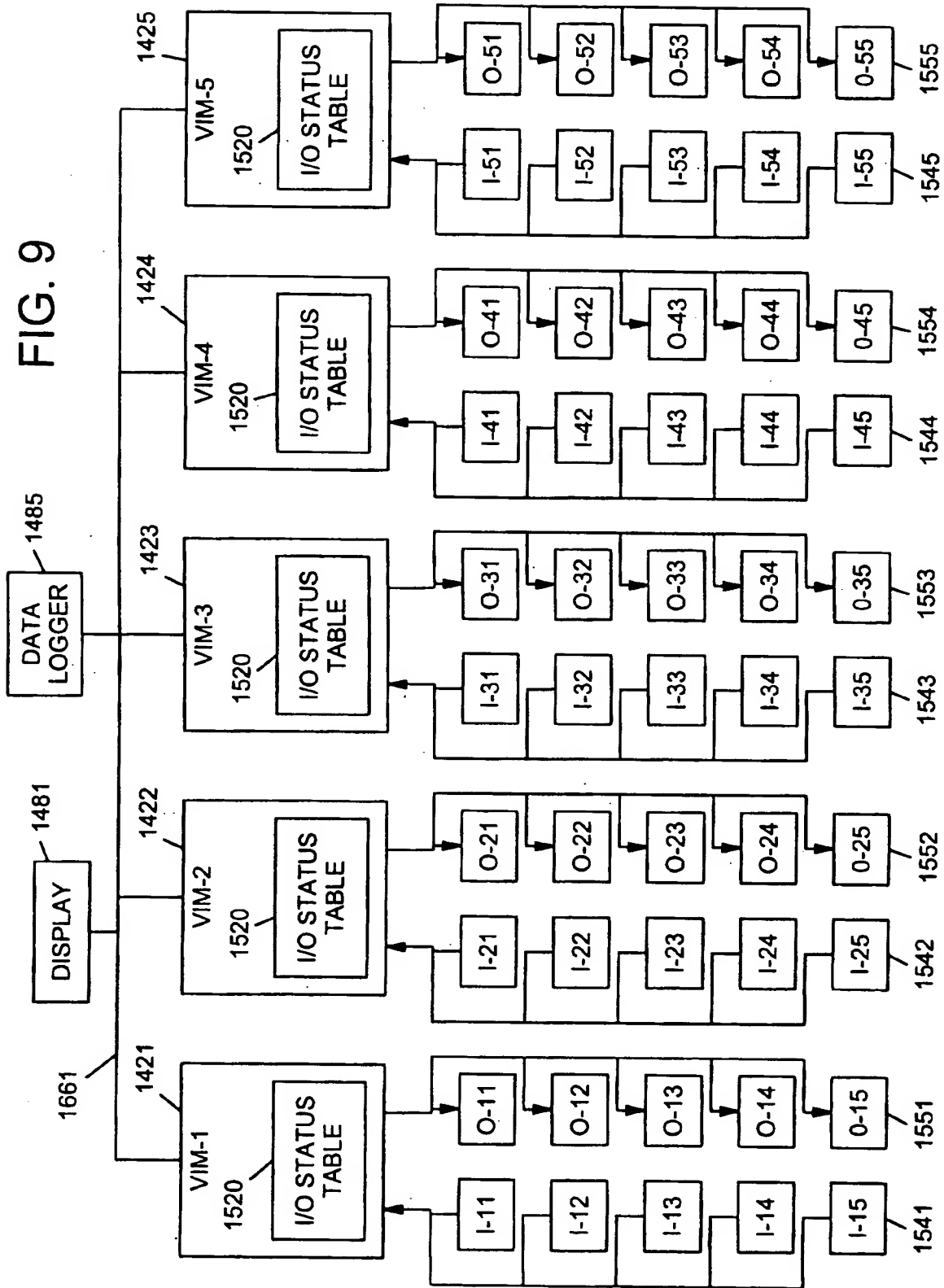


FIG. 8

FIG. 9



1520

I-11	I-12	I-13	I-14	I-15	IM-11	O-11	O-12	O-13
O-14	O-15	I-21	I-22	I-23	I-24	I-25	IM-21	IM-22
O-21	O-22	O-23	O-24	O-25	I-31	I-32	I-33	I-34
I-35	O-31	O-32	O-33	O34	O-35	I-41	I-42	I-43
I-44	I-45	IM-41	O41	O-42	O-43	O-44	O-45	I-51
I-52	I-53	I-54	I-55	O-51	O-52	O-53	O-54	O-55

FIG. 10

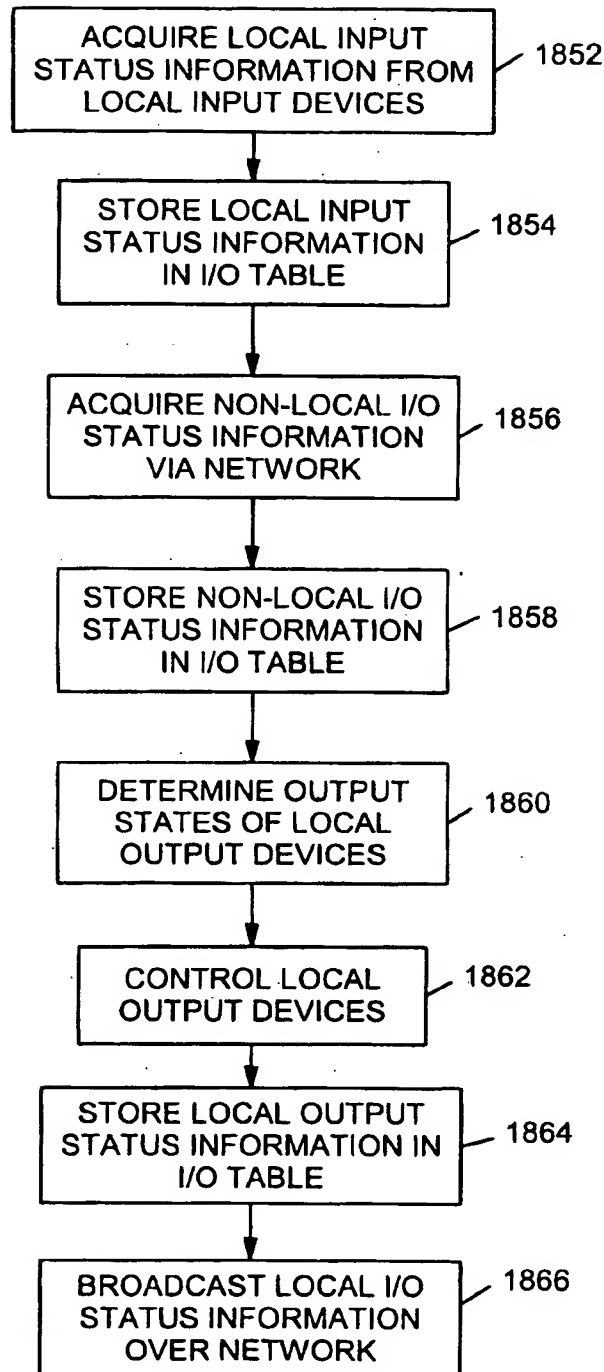


FIG. 11

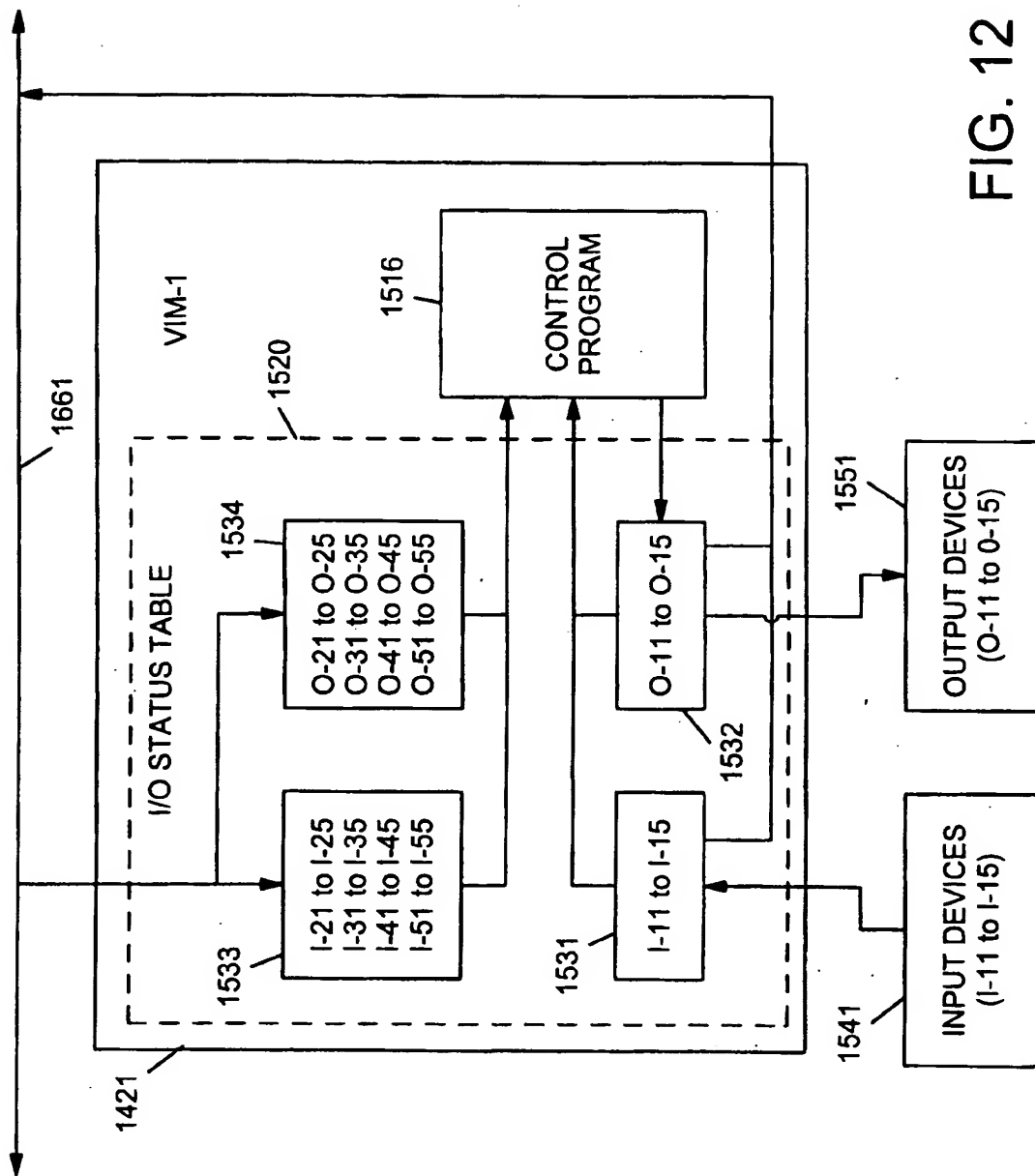


FIG. 12

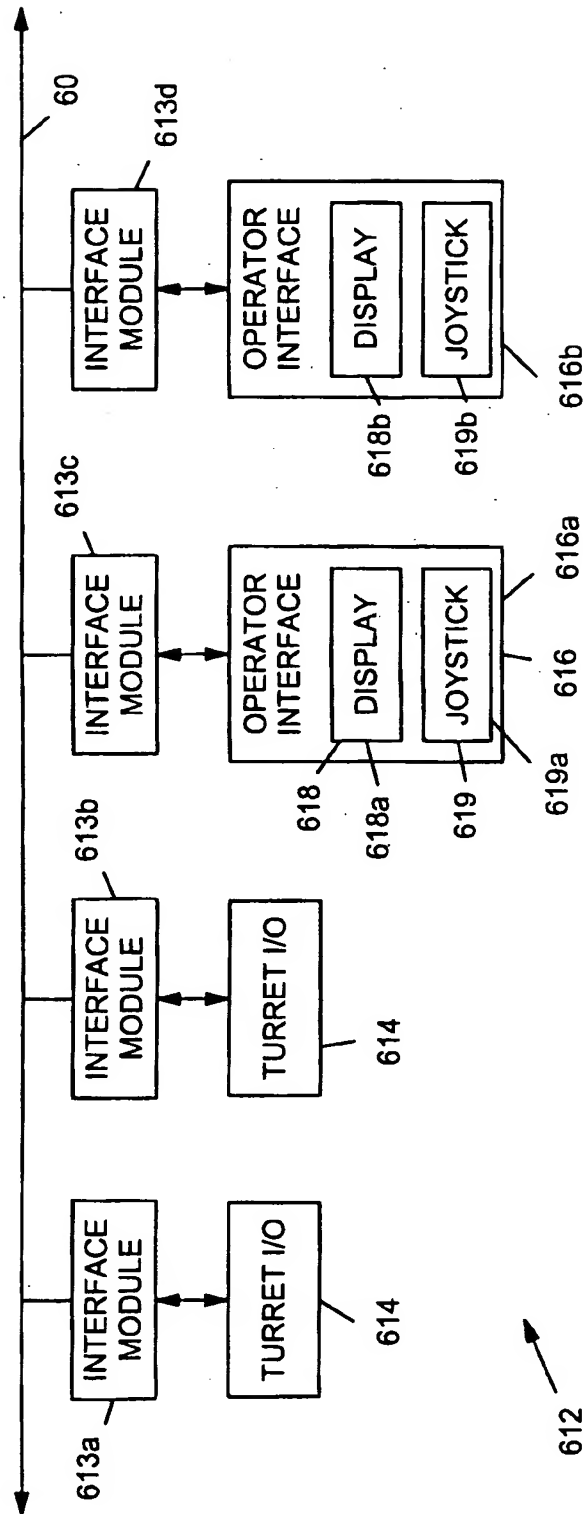
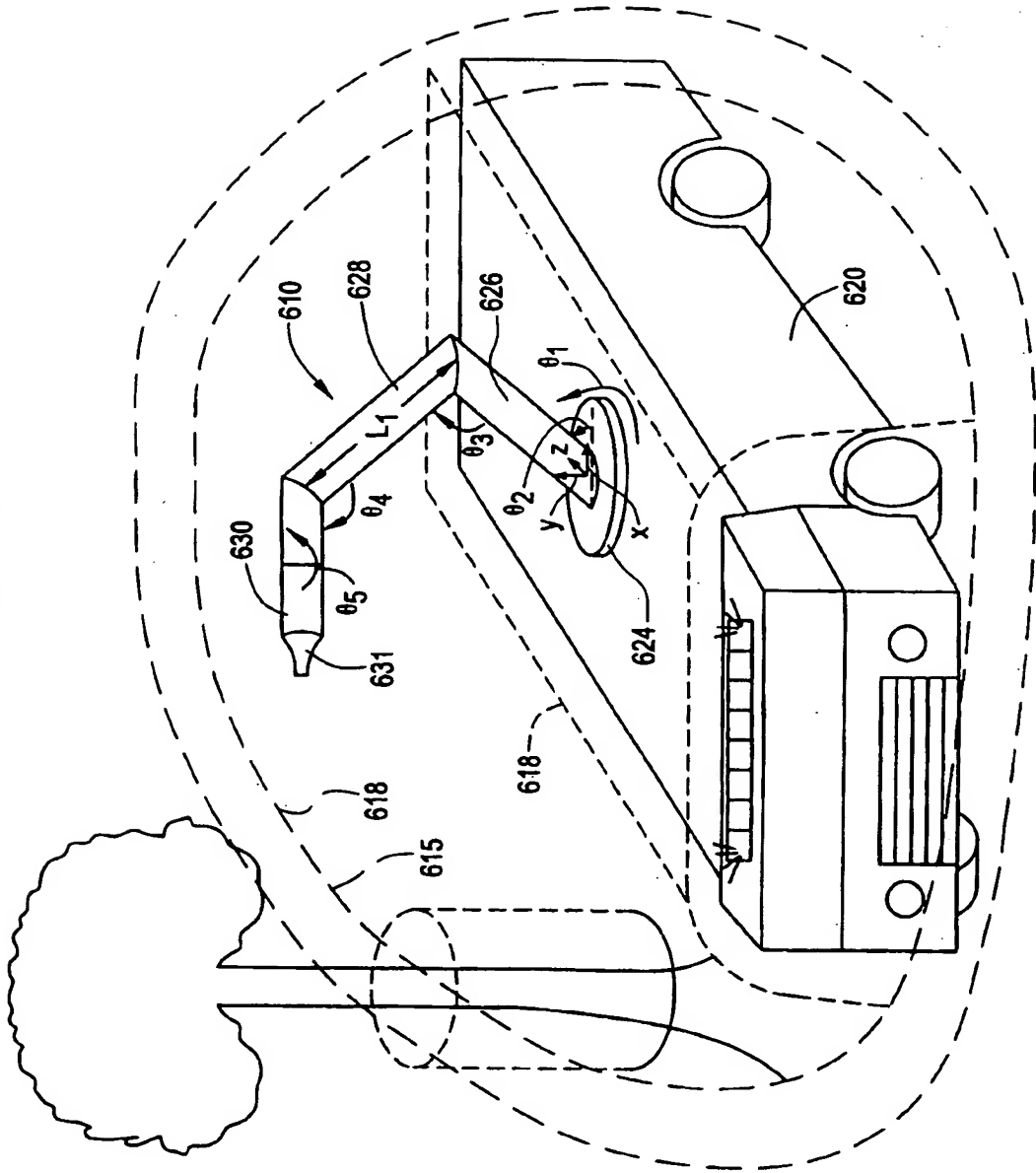


FIG. 13

FIG. 14



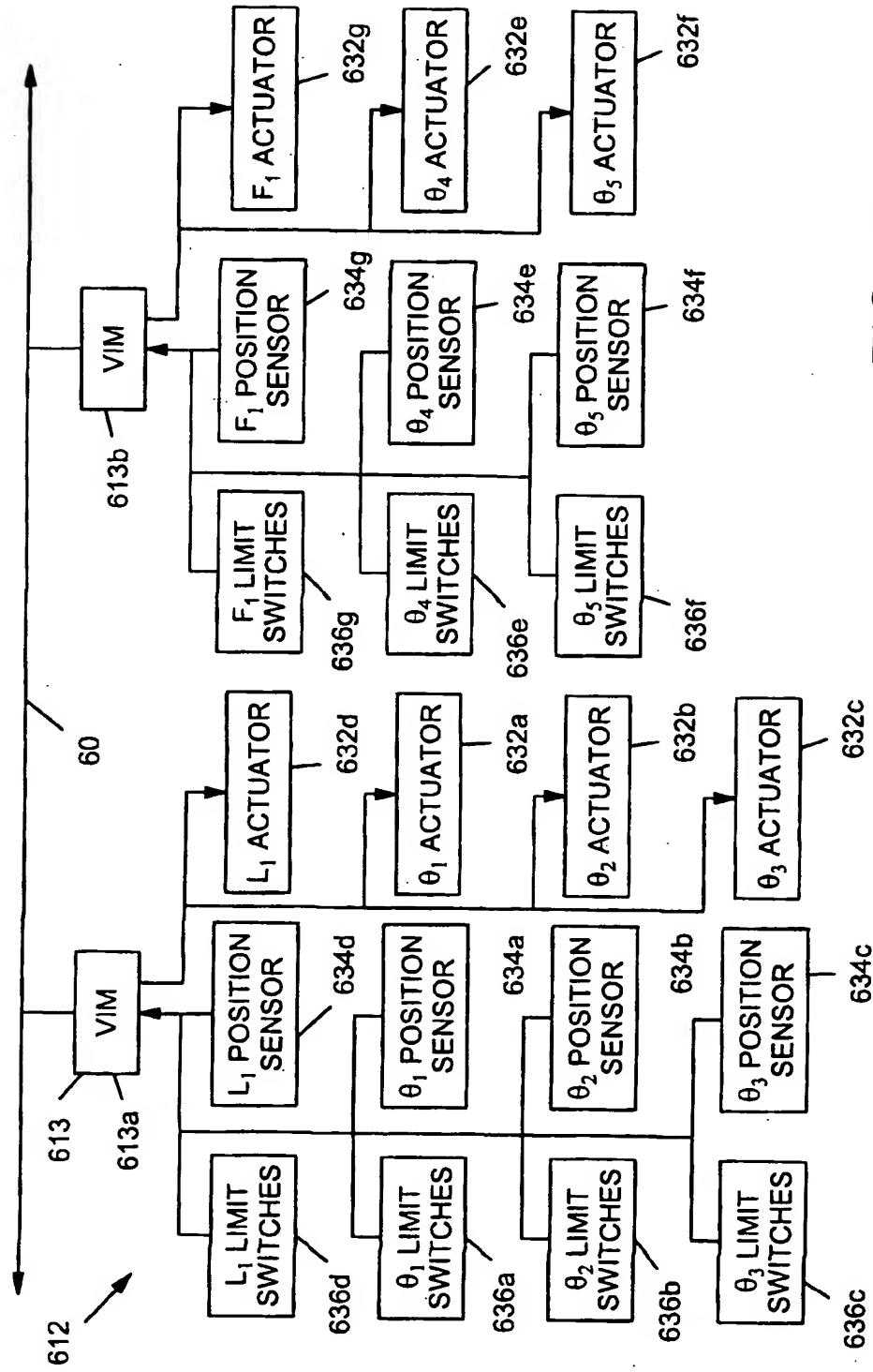


FIG. 15

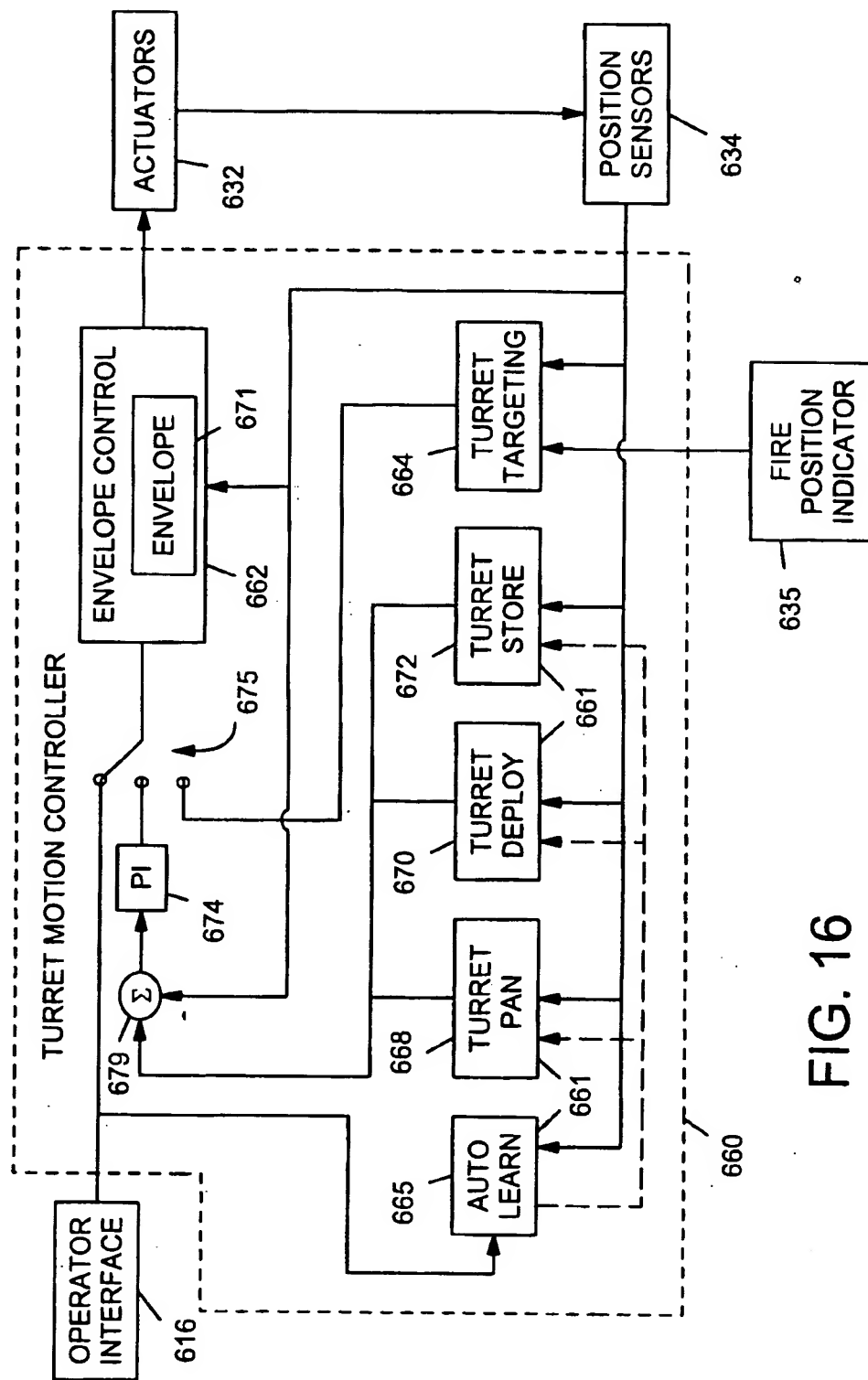


FIG. 16

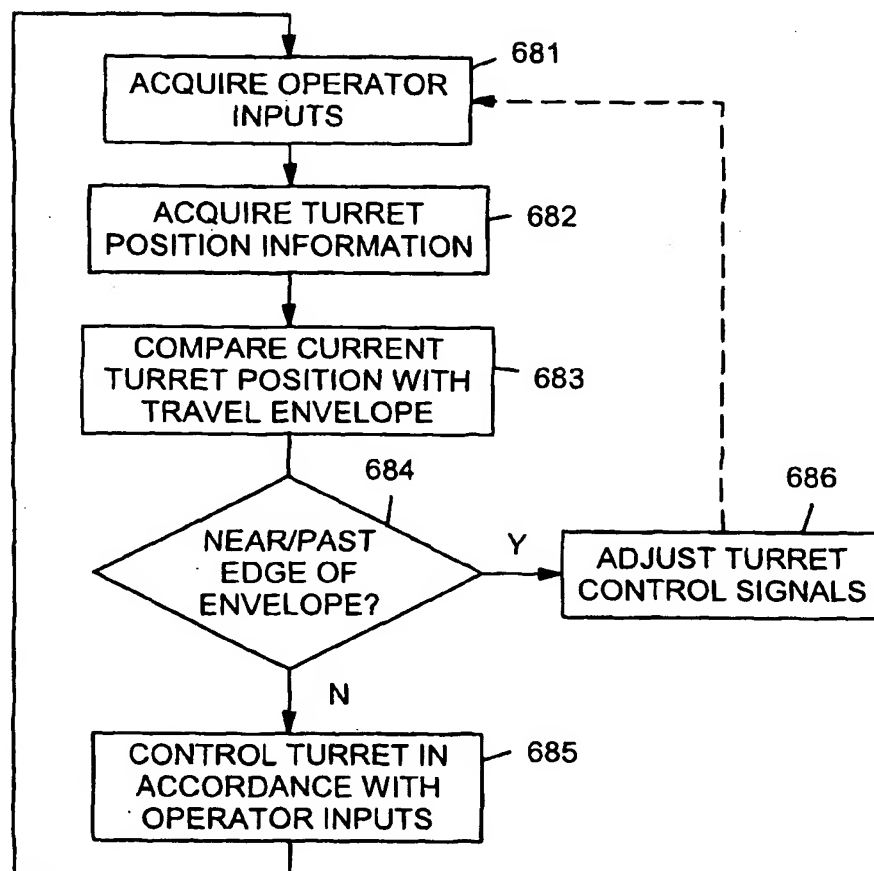


FIG. 17

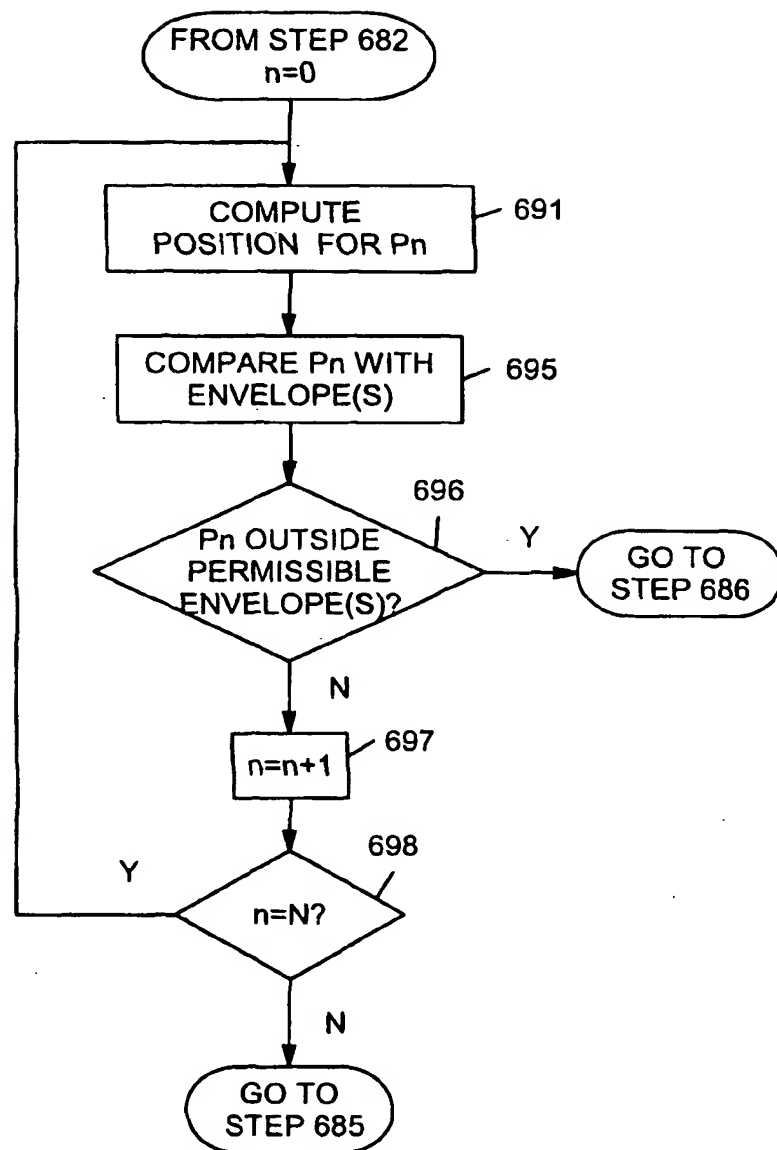


FIG. 18

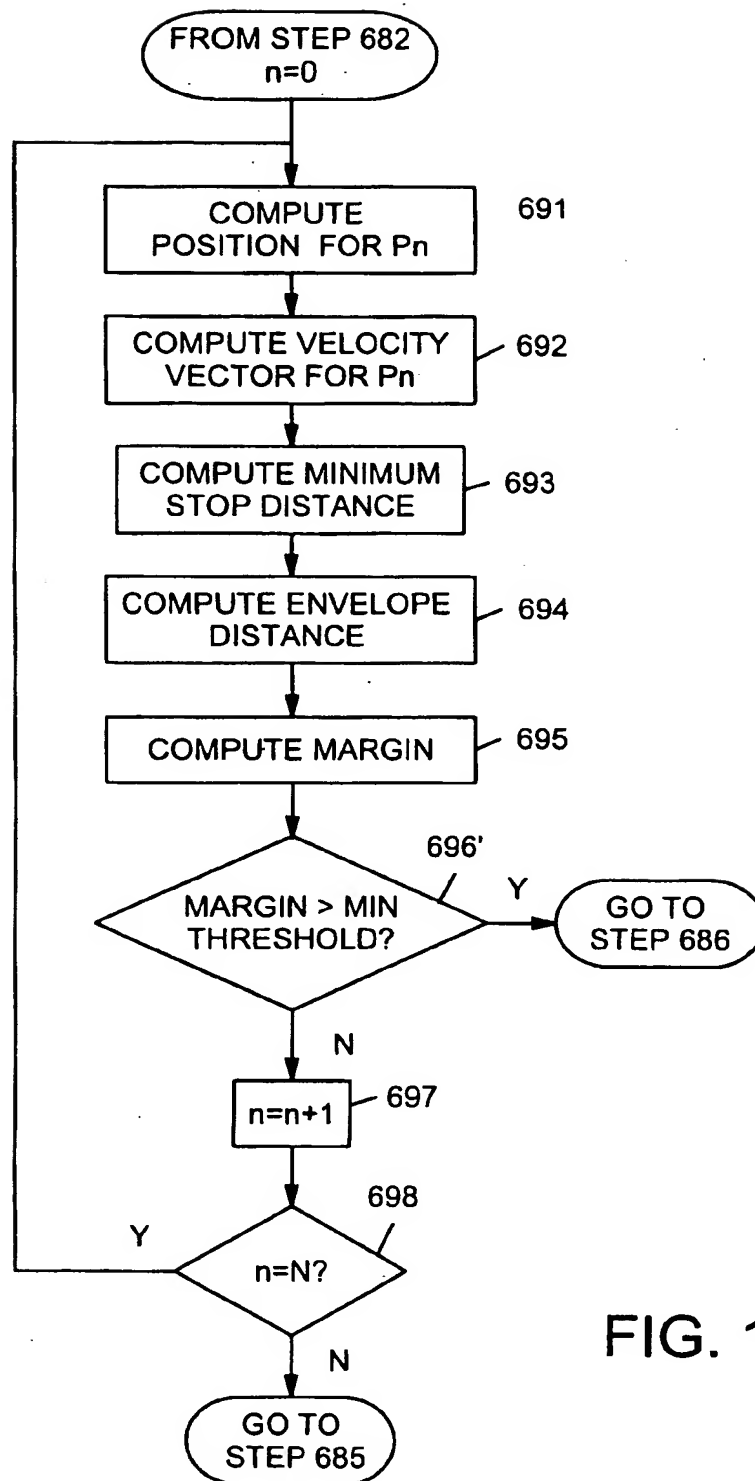


FIG. 19

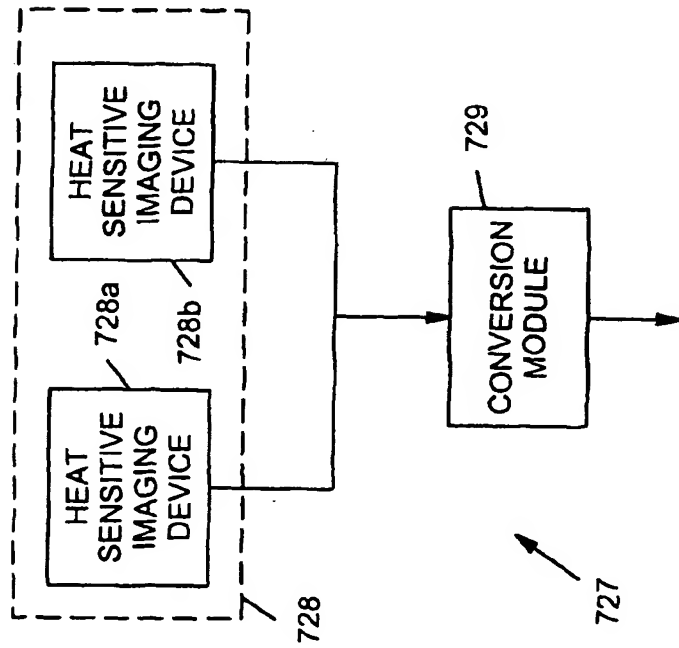


FIG. 20

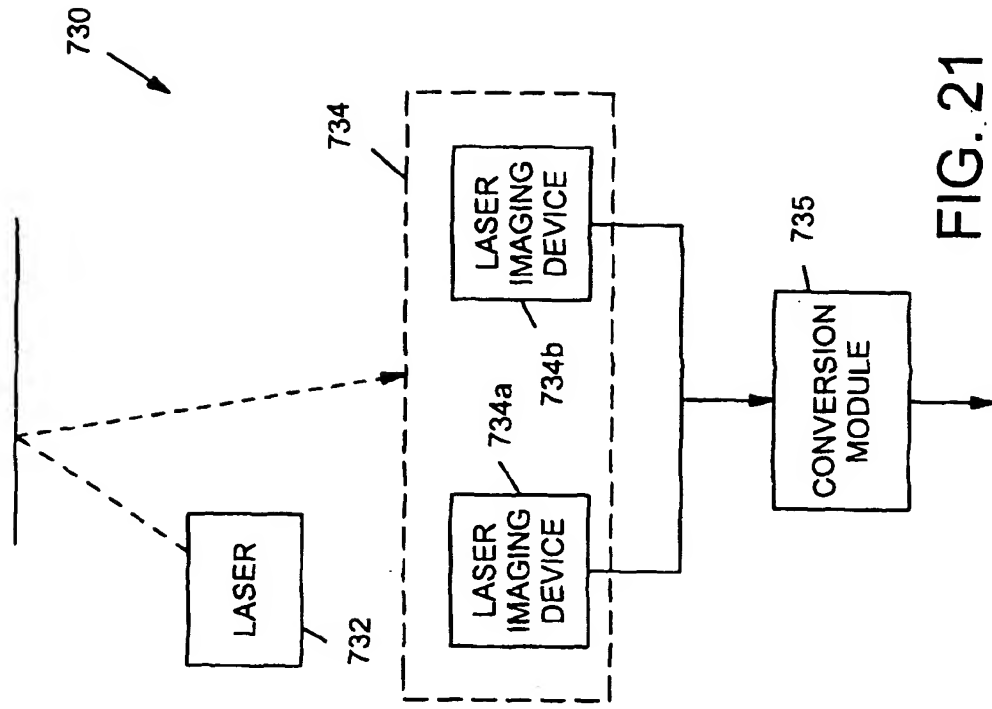


FIG. 21

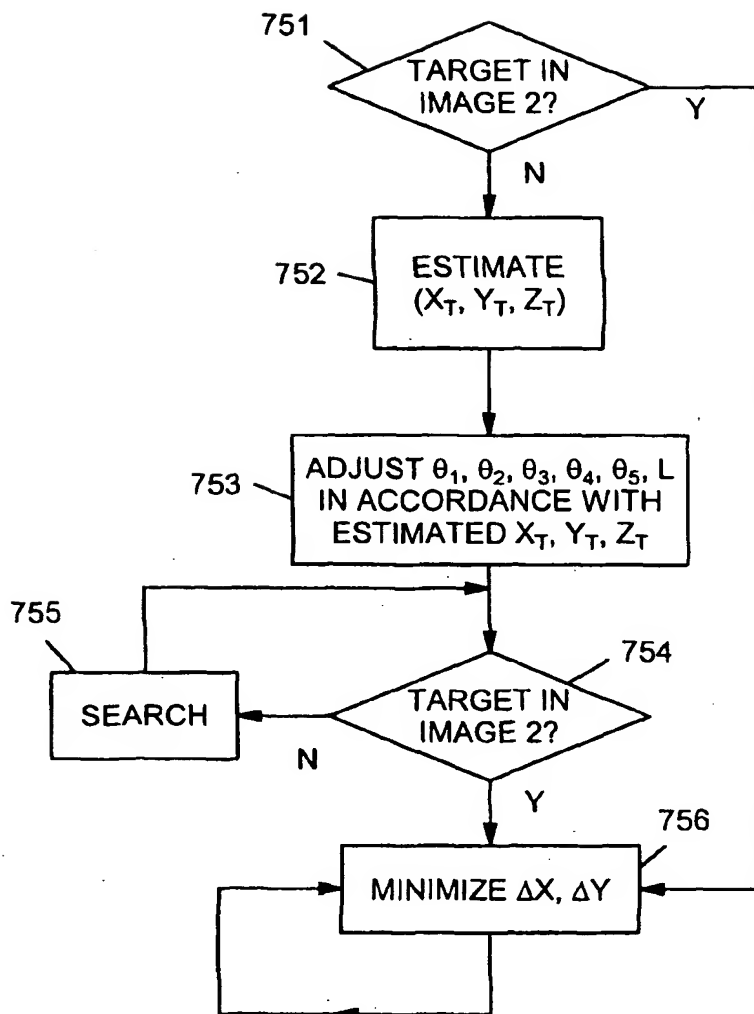


FIG. 22

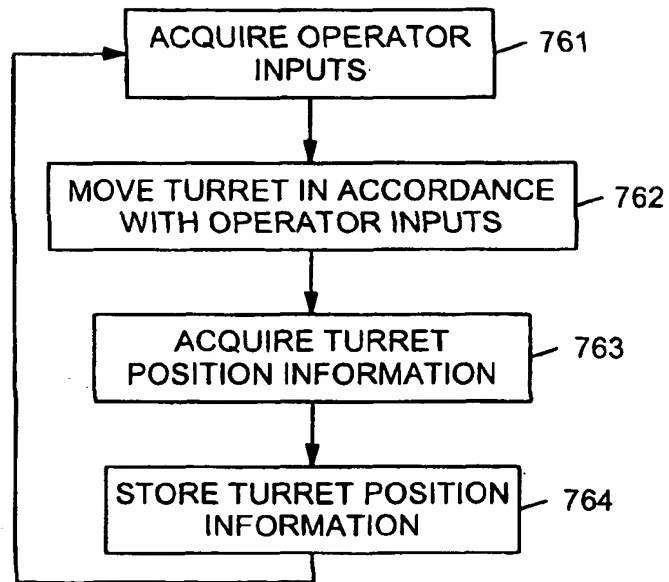


FIG. 23

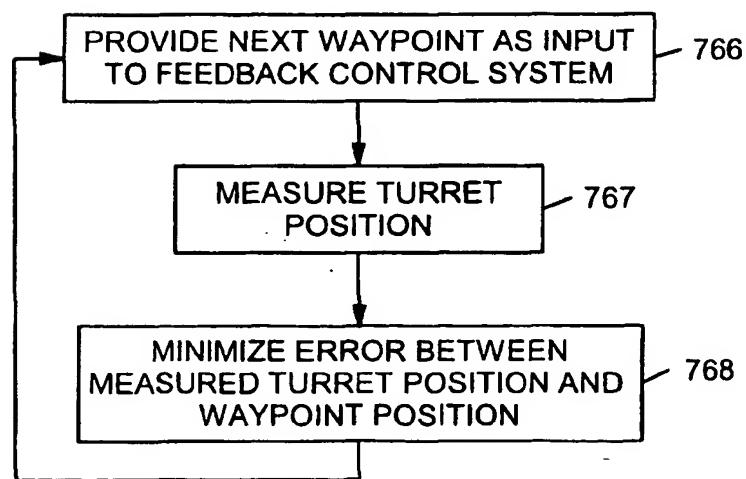
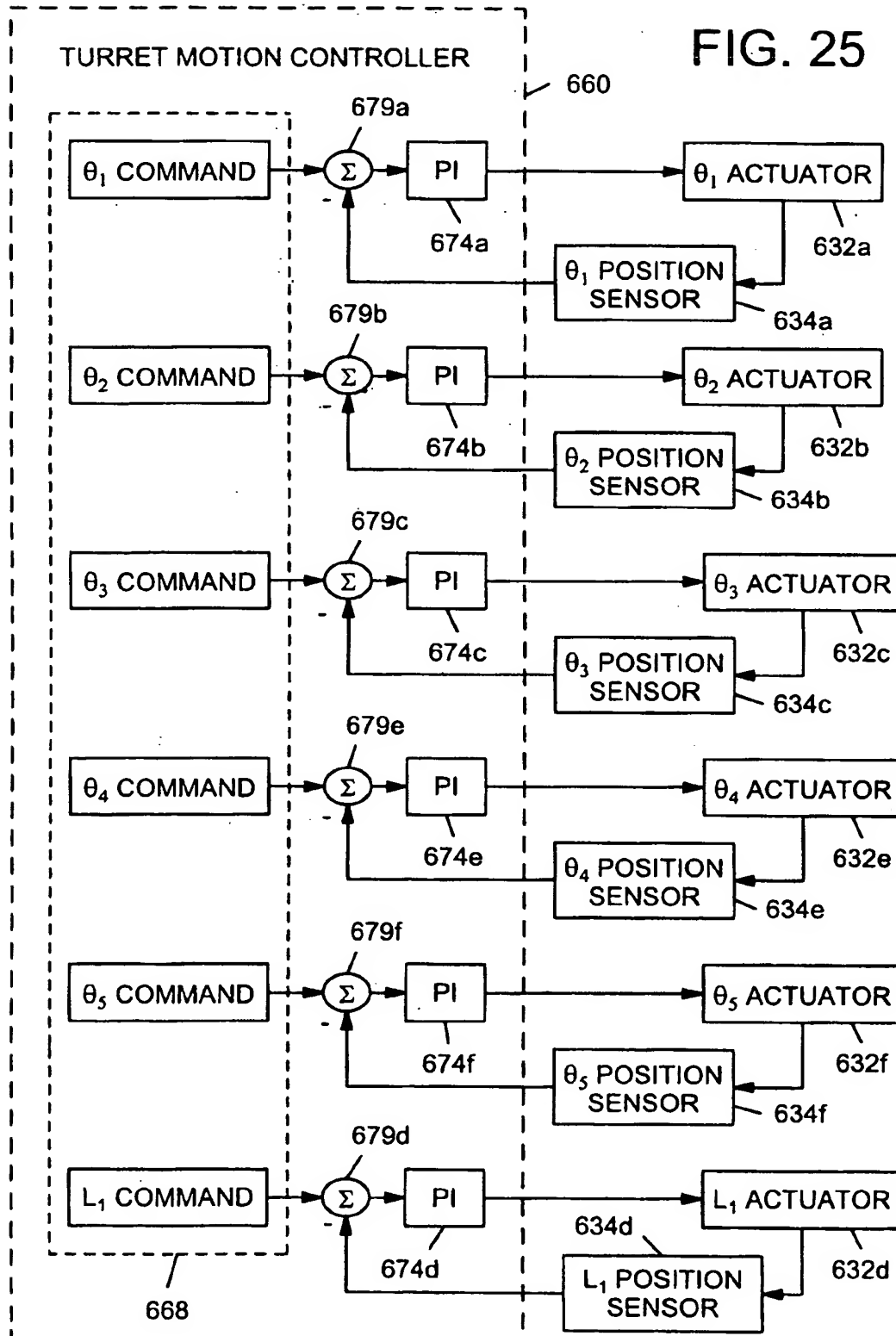


FIG. 24

FIG. 25



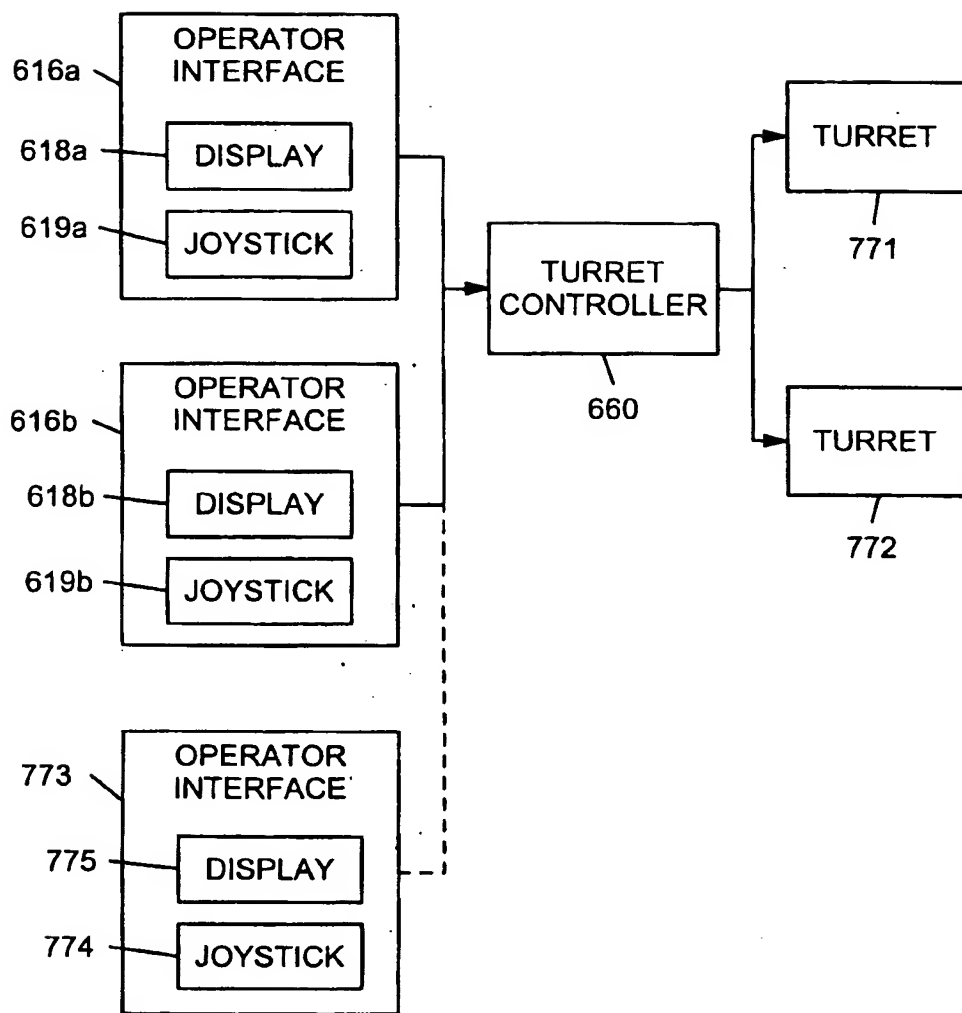


FIG. 26

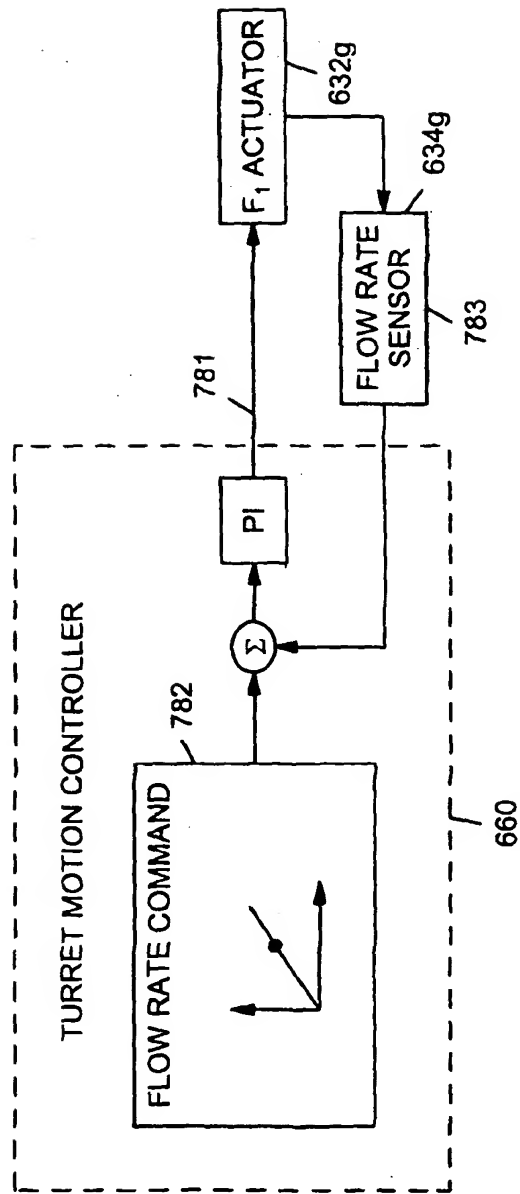


FIG. 27

